



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

August 30, 2001

STUDIES & PLANS - PHASE I
FA Route 313 (U. S. 34)
Carman Road to Monmouth
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

Mr. Steven Vanderhorn
Chief, Regulatory Branch
Rock Island District
U.S Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Dear Mr. Vanderhorn:

Enclosed is a copy of the preliminary Draft Environmental Impact Statement (DEIS) for the US Route 34 project. This project begins east of Gulfport, IL in Henderson County and extends to Monmouth, IL in Warren County. As a cooperating agency you are requested to review and comment on areas of the report which fall under your jurisdiction or area of expertise. This provides us an opportunity to address comments and provide the necessary revisions to the document before the DEIS is signed and made available to the public.

Since this is still a working document there are still issues which need to be addressed by the Department's consultant. Major issues or areas which require revisions are listed in the below.

1. Actual right of way needed to construct the roadway includes 507 acres of existing right of way and 705 acres of new right of way. This will result in revision to the following portions of the report.

2.

Page	Line
Abstract	43-44
ES-3	38
ES-4	7, 13, 14
4-5	27-29
4-6	entire table
4-7	entire table
4-11	21, 22 & 33
4-12	4 & 7
4-12	19 to 21
4-12	Table 4-7
4-14	36
4-15	1 & 7
4-29	33 & 36
4-57	16
4-59	19 to 22

Mr. Steven Vanderhorn
 RE: FA Route 313 (US 34)
 August 30, 2001
 2

2. Approximately 168.5 acres of 100-year floodplain exists within the 706 acres of new right of way to be acquired and approximately 59.8 acres of the existing 507 acres of right of way to be used is located in the 100-year floodplain. An incorrect estimate of 228.3 acres is referred to in numerous areas of the report. This correction will result in revisions to the following portions of the report.

Page	Line
Abstract	44
ES-4	19
ES-5	22 & 23
4-39	44 & 45
4-40	4

3. The preferred action would result in 4 landlocked parcels. The report incorrectly states that there are no landlocked parcels. Corrections to the following pages will be required.

Page	Line
ES-4	15
4-11	20

In addition to these corrections a discussion will be added to section 4.3.1 to discuss the issue of landlocked parcels. This discussion will include length of access road, adverse travel, right of way, impact to agricultural land, and cost. If further investigation shows that these parcels can not be accessed, they will be studied for use as borrow areas and/or other mitigation measures. To facilitate your review the following information about these parcels is provided.

Appendix B Sheet #	Roadway Stationing	Acres	Landowner
1	19+550 Rt.	114.7 *	Harold Richmond
7	26+100 Lt.	3.7	M. Jackson Trust
7	26+100 Rt.	11.4	M. Jackson Trust
15	35+200 Lt.	14.1	Gilbert Danielson

- The acres of the Richmond landlocked parcel is shown incorrectly on Sheet 1 of Appendix B. The correct amount is 114.7 ac.

4. On page 4-11 the number of displaced buildings will be revised to read:
 Other Buildings Displaced: 6 - Henderson Co.; 8 - Warren Co.; 14 Total
 Structures Displaced: 6 - Henderson Co.; 1 - Warren Co.; 7 Total

As a cooperating agency this is your opportunity to suggest revisions in the DEIS before it is released to the public and other reviewing agencies. Please submit your comments on this document by October 1, 2001.

Very truly yours,

Joseph E. Crowe, P.E.
 District Engineer

Eric S. Therkildsen

By: Eric S. Therkildsen, P.E.
 Program Development

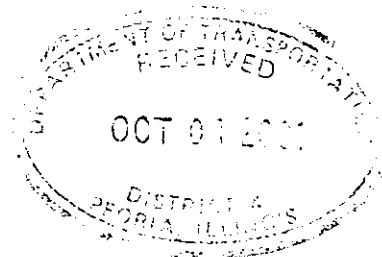


REPLY TO
ATTENTION OF

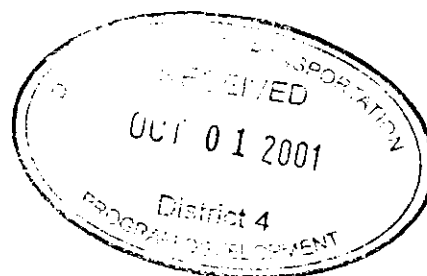
DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

September 28, 2001

Planning, Programs, and
Project Management Division



Mr. Joseph E. Crowe, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways / District 4
401 Main Street
Peoria, Illinois 61602-1111



Dear Mr. Crowe:

I received your letter dated August 30, 2001, with the enclosed Draft Environmental Impact Statement (DEIS) concerning U.S. Route 34 (FAP 313), Carman Road (East of Gulfport) to Monmouth, Illinois. Rock Island District staff reviewed the information you provided and have the following comments:


- a. Your proposal does not involve Corps of Engineers (Corps) administered land; therefore, no further Corps real estate coordination is necessary.
- b. Any proposed placement of fill or dredged material into waters of the United States (including wetlands) requires Department of the Army (DA) authorization. It appears that your preferred alternative will meet the conditions of Nationwide Permit, Item 14.
- c. The Illinois Emergency Management Agency should be contacted to determine if the proposed project may impact areas designated as floodway. Ms. Jan Horton is the Illinois State Hazard Mitigation Officer. Her address is: 110 East Adams Street, Springfield, Illinois 62701-1109. You can reach her by calling 217/782-8719.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

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You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Barr". The signature is fluid and cursive, with the first name "Kenneth" and last name "Barr" clearly distinguishable.

Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

August 30, 2001

STUDIES & PLANS - PHASE I
FA Route 313 (U. S. 34)
Carman Road to Monmouth
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

Mr. Brent Manning
Director
Illinois Dept. of Natural Resources
524 South 2nd Street
Springfield, IL 62701-1787

Dear Mr. Manning:

Enclosed is a copy of the preliminary Draft Environmental Impact Statement (DEIS) for the US Route 34 project. This project begins east of Gulfport, IL in Henderson County and extends to Monmouth, IL in Warren County. As a cooperating agency you are requested to review and comment on areas of the report which fall under your jurisdiction or area of expertise. This provides us an opportunity to address comments and provide the necessary revisions to the document before the DEIS is signed and made available to the public.

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Mr. Brent Manning
 RE: FA Route 313 (US 34)
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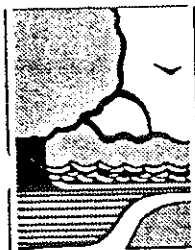
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Very truly yours,

Joseph E. Crowe, P.E.
 District Engineer

Eric S. Therkildsen

By: Eric S. Therkildsen, P.E.
 Program Development



Illinois

Department of Natural Resources

<http://dnr.state.il.us>

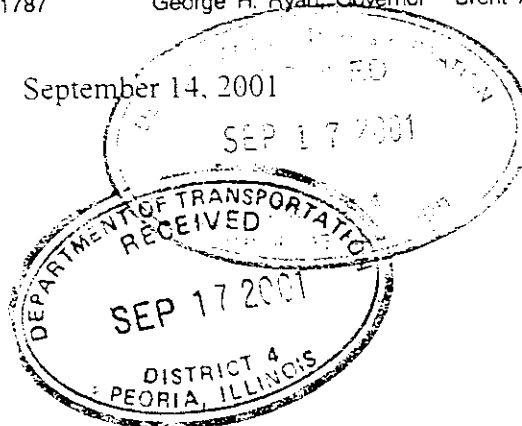
524 South Second Street, Springfield, Illinois 62707-1787

George H. Ryan, Governor • Brent Manning, Director

Mr. Joseph E. Crowe, P.E.
ATTN: Eric S. Therkildsen, P.E.
Illinois Department Of Transportation
401 Main Street
Peoria, IL 61602-1111

RE: FA Route 313 (U.S. 34)
Carman Road to Monmouth
Job No. P-94-030-95
Henderson & Warren Counties

September 14, 2001



Dear Mr. Crowe:

The Illinois Department of Natural Resources (IDNR) has reviewed the preliminary Draft Environmental Impact Statement (DEIS) for FAP 313 (U.S. 34) from Carman Road to Monmouth in Henderson and Warren counties and have the following comments.

The single preferred build alternate has minimal impacts to the natural resource environment. As discussed in the preliminary DEIS, the Illinois Natural History Survey surveyed the corridor study for State Listed species and wetlands. These surveys will need to be initiated again at the end of three years for any possible changes.

During the alternatives analysis it appears that an adequate job was done to avoid and minimize impacts to these resource concerns. It is noted that potential wetland impacts will be 0.42 acre. It is especially important as the final design phase is implemented to continue minimizing these impacts by narrowing the overall highway width to its least intrusive design on the natural resources.

The document adequately covers the areas of concern/jurisdiction for which the Illinois Department of Natural Resources is responsible for review.

Sincerely,

Steve Hamer,
Transportation Review Program
Resource Review and Coordination